GOLD PRETTY SURE TO COME.

INGLAND EXPECTED TO SEND US THE BULK OF IT.

Government Banks of the Continent Are strenuously Opposed to Losing Gold to the United States-National City Bank Gets \$500,000 More in London

Despite the checks that are being applied Europe to prevent the loss of further gold e this country, indications are that it is coming. Sterling exchange was very weak esterday under the pressure of offerings hills representing cotton and grain exorts. Demand sterling sold as low as \$4.83%. It was announced that the Naional City Bank had arranged another importation of gold from England amounting to \$500,000, of which \$150,000 had been obtained in the London market on Saturday and \$350,000 yesterday.

All the principal European governmental banks are now endeavoring to prevent loss of gold to the United States from heir respective countries. In the London market vesterday the price of bar gold was marked up 3d., and a similar advance was made in the price of eagles. It was hight in local foreign exchange circles at the Bank of England will, on Thursday, advance its minimum rate of discount to 5 per cent. At the same time it is the opinion at no matter what checks may be applied, a considerable flow of gold this way cannot long be staved off.

With a further decline in sterling ex-

change, the market will reach a point where it will be possible to import sovereigns profitably, and when that point is reached its likely that bar gold will be obtainable without particular trouble. Sovereigns can be obtained upon presentation of Bank of England notes, though it was said locally England notes, though it was said locally vesterday that intending gold shippers might have to face payments to them of "lighter weight" sovereigns, Just as "lighter weight" eagles have been complained of on some occasions in the past when gold export movements to Europe have been going on from the United States Sub-England notes, though it was said locall

reasury in this city.

Both the Bank of France and the Bank of Both the Bank of France and the Bank of Germany are understood practically to have served notice on the foreign correspondents of American bankers that no gold exports to this country would be permitted. The to this country would be permitted. The attitude of the Continental banks against losing gold to the United States is so strong that the opinion was expressed yesterday that the gold new flowing this way was likely to be drawn, at least for some time to come, from lingland. That the Bank of lengthing does not like the situation gos singland does not like this situation goes without saying, for there has been a gold irain from London for six or eight weeks ast, demands upon the British capital aving come from Egypt and the Continent.

BOTTOM PRICE IN STEEL. So B. F. Jones of Pittsburg Declares-No

More Price Reductions Coming. PITTSBURG, Nov. 9 .- Pittsburg steel manfacturers who attended the New York conference deny that a general reduction has been made in the price of finished products, especially structural shapes. Steel bars have been reduced from \$32 to \$26 a ton

to \$23, but it is said that no further reductions were made. President B. F. Jones, Jr., of the Jones & Laughlin Steel Company, American Iron

and Bessemer billets are down from \$27

and Steel Works, said: "To me it looks as if the downward move of prices has reached a rock bottom price ! and, naturally, now we look for an advance. It will require some time, however, before the iron and steel market has reached its normal state. It is safe to say that the situation is clearing rapidly and the manufacturers will soon be able to tell just where they stand in reference to the trade."

BREAK IN STEEL PREFERRED It Closes 8 Points Down - Common at 10 3-8-More Economies Talked Of.

vesterday. The common shares touched 10%, closing at 10%, or % of a point under Saturday's closing, while the preferred. under enormous dealings, fell to 50%. closing at 50%, or 3 points under Saturday. The 5 per cent. sinking fund bonds of the The 5 per cent. sinking fund bonds of the corporation sold as low as 65%. The dealings in the shares of the Steel Corporation, common and preferred, were about out-half of the total trading on the Exchange. Indications point to the announcement of further reductions in the prices of variance that a product. It is expected that a ous steel products. It is expected that a meeting of the manufacturers of structural steel will be held to-day, at which the advisability of cuts in prices of the various structural grades will come up, and it was reported yesterday that reductions of \$2 to \$4 a ton are likely to be ordered. It was also reported that another meeting has been called of the members of the steel tall pool to consider the price of rails. The tall pool to consider the price of rails. The present schedule prices is \$28 at on, and it has been suggested that this should be cut to \$26. The meeting, it was reported, will be held the latter part of this week. William E. Corey, president of the United States Steel Corporation, was in Pittsburg yesterday, but is expected back in this city to-day.

N. J. STEEL CORPORATION. And a Steel Holding Company—Real Backers Not Disclosed.

The New Jersey Steel Corporation was incorporated in Trenton yesterday with a capital stock of \$1,250,000. Articles of incorporation of the New Jersey Steel Holding Company, which proposes to hold securities of companies and to guarantee the payment of dividends and interest on any shares of stock of any corporation whenever deemed proper or necessary for the business of the company, were also filed. The capital stock is \$725,000, all common. The incorporators of both companies are connected with the Corporation Trust Company of New Jersey. Both companies will begin business, according to the papers, with a capital of \$3,000.

Court Calendars This Day.

Court Calendars This Day.

Appellate Division—Supreme Court.—Nos. 50, 41, 43, 48, 51, 17, 1542, 50, 45, 54, 55, 56, 58, 60.

Supreme Court.—Special Term.—Part I.—Motion calendar called at 10:30 A. M. Part II.—Ex partic latters. Part III.—Case unfinished. Motions. Demurrers. Nos 18, 104, 148. Preferred causes. Nos. 334, 3384, 3484, 3490, 3815. General calendar Nos. 2584, 2618, 2683, 2514, 2749, 2765, 2779, 2787, 474, 553, 261, 2035, 2622, 118545, 2787, 2717, 571, 2156, 2284, 2546, 2766, 2235, 2379, 2533, 2521, 1546, 2556, 2742, 2284, 2546, 2766, 2235, 2379, 2532, 3521, 1546, 2556, 2742, 2384, 2546, 2766, 2235, 2379, 2632, 2521, 1546, 2556, 2742, 2149, 2744, 2763, 2782, 2823, 2943, 2691, 3274, 2570. Part IV.—Case unfinished. Cases from Part III. Part VI.—Clear Case on. No. 8845. O'Brien vs. O'Brien. No day calendar. Part III.—Case unfinished. Nos. 10790, 3185, 1824, 3165, 3166, 2482, 1980, 10046, 8070, 12780, 3552, 1899, 3773, 3325, 3188, 3286, 10618, 2849, 3558, 3799, 10006, 3183-2, 3300, 3271, 3550, 2595, 10796, 8162, 3189, 11487, 11789, 3652. Parts IV. and V.—Adjourned until Monday, Nov. 16, 1093. Part VII.—Case unfinished. Cases from Part III. Part XII.—Case unfinished. Cases from Part VIII. Part XIII.—Case unfinished. Cases from Part VIII. Part XIII.—Case unfinished. Cases from Part VIII. Par Cases from Part VIII. Part XIII.—Cicar. Cases from Part VIII.

Surrogate's Court—Chambers.—Motion caledar called at 10:39 A.M. Por probate Wills of Isaac M. Grikins, Timothy D. Sullivan, William Rosendorf, Margaret Peguem, Mary S. Booth, Esther B. Ransom, Charles G. Skinner, William Courtney, Edward W. Warren, Daniel Morse, Julia W. Southack, at 10:30 A.M. Trial Term—No day calendar.

City Court—Special Term.—Court opensat 10 A.M. Molions. Trial Term.—Part I.—No day calendar. Ratt I.—Sase unfinished. Nos. 1194, 1389, 1846, 1831–1400, 1859, 1507, 1861, 1755, 1559, 1531, 1231, 1223, 1734, 1461, 1462, 1569, 1567, 1568, 1569, 1569, 1567, 1568, 1568, 1569,

chased the famous San Rafael ranch, consisting of 300,000 acres, for which he paid \$900,000. In addition to the land he bought several thousand head of blooded cattle, for which he paid an additional \$400,000.

GOSSIP OF WALL STREET.

Almost exactly one-half of the total trans actions yesterday were in the Steel stocks, from which it may be inferred that the rail-road list was free of selling pressure. Since the middle of last week speculative has been so much preoccupied with developments in the Steel shares that railroad stock have been neglected to an unusual extent. During this period the aggregate of speculative transactions in the railroad list has been smaller, perhaps, than during any cor-responding period of two or three years. A good many traders declared yesterday that it was an "unnatural market." That expression was used not a little in the course of the day.

The accuracy with which a certain clique of professional tipsters has foretold market movements in the past few weeks, especially the movements of United States Steel, has occasioned a great deal of comment. It not only predicted the break that occurred in Steel preferred last week, but gave figures on it which were verified within 1 per cent. The prediction was that the stock would break 53," and it sold last week at 52. It was then predicted that the stock would "break 50" this week, and yesterday it sold at 50% Shortly after 1 o'clock yesterday it was re-ported on the floor that the stock would be raided again in the afternoon, and it was. When this information was circulated the stock had recovered fractionally and was selling above 52. The "tipping" referred to has not been confined to the Steel stocks. Turns of 1 and 2 per cent, have been "called in railroad stocks with extraordinary success. It is believed that the tipsters are supplied with information by the bear crowd. Their tips have all been on the bear side of the market. It is so unusual for professional tips pretty sure to have a large and eager follow ing, the followers believing that they are get ting information straight from some inside source. In the end, of course, the following pays dearly for its information.

A Stock Exchange house having Philadelphia connections offers, for a client, to bet \$10,000 even that Penneylvania will sel at par before selling at 135, the bet to be declared off if not decided within a year.

"I should describe sentiment as I find it, said a broker last night, "to be conservatively bearish. People are afraid to sell stocks short, but fear that prices are going lower. The disposition to buy speculative stocks on the dips is not as pronounced as it was a little

It was on Friday of last week that Stee preferred had its greatest volume for this movement so far, which was nearly a quarter of a million shares. The stock sold on that day was deliverable yesterday in the regular way of business. The deliveries made yes-terday, therefore, were studied with unusual interest, and brokers reported that the showed a smaller proportion of short selling than was expected to appear. A large proportion of the deliveries represented genuine long stock. It was learned yesterday that various houses had executed selling orders of 10,000 shares or so, each without knowing has been formed to build railroads in China whether it was short selling or liquidation. and afterward received the certificates for

The movements of Steel preferred since this decline began have violated several oldestablished theories of fluctuation. It is very unusual, for example, for a stock that has had a large volume on a new low price level to decline immediately to another low I price record on a much reduced volume o trading. But that is what Steel preferred did yesterday. If its volume yesterday had been greater than that on Friday last the decline to a new low level would have been natural enough, and the only apology from the tape reader in that case would have been that it was a bigger movement than he could that it was a bigger movement than he could have supposed, and the volume on Friday was not large enough to mark a culmination of the movement. It was after having made a new low record at 51%, thereby breaking through its "bottoms," that the stock had its greatest volume in yesterday's trading, whereas to conform to the tape reading it should have previously had a greater volume than that on which it made its low record for

The transactions in Steel preferred yester day were as inscrutable as those of last week. Brokers thought in the forenoon that the actual liquidation was lighter and the manipu-New low records for the securities of the United States Steel Corporation were established on the New York Stock Exchange nent buyers in the forenoon. They turned sellers, however, in the later trading, and it was suspected that, even while appearing as buyers, the Wormsers had been selling through other brokers. The name of Harris, Gates & Co. was "given up" on a number of selling contracts. That firm was supposed te be buying stock on balance on the decline last week. Brokers reported from the floor that week. Brokers reported from the noor that, for all they could see, short covering constituted the principal support. The stock first made a new low record at 51% between noon and 1 o'clock. This quotation was not established by means of a snap trade, as is often the case, for there were several as is often the case, for there were several transactions, aggregating 900 shares, at that price. The stock then rallied across 52 to 52%, from which in the later trading it broke with renewed violence and on an increased volume of transactions to the extreme low price of 50%. It closed at 50%, showing a net loss for the day of 3 points. The largest single transaction in the preferred stock was one of 5,000 shares at 51%. Floyd-Jones & Robison were the sellers. The buyer was a trader who had previously sold the stock

from 52 to 52%. Some of the larger room traders think nothing of turning anywhere from 5,000 to 10,000 shares, and some of them as much as 20,000 shares of Steel preferred in a day on a scalping basis, content to take one-fourth of 1 per cent. profit on so large a line. A large proportion of the stock's activity has been due to the operations of traders. They serve the useful purpose, at all events, of keeping the market liquid.

The borrowing demand for stocks in the loan department yesterday afternoon was, on the whole, somewhat less active, brokers on the whole, somewhat less active, brokers said, than it was on Friday last, but the transactions in Steel preferred, Baltimore and Ohio and Pennsylvania were still on an unusually large scale. The short interest in these three stocks is believed to be enormous. mous. There was a fair inquiry last night for St. Paul, something that had not been reported before for some time. There con-tinues to be an urgent demand for the inactive industrials, such as American Car and Foundry, Pressed Steel Car and American Smelting and Refining, which still lend at concessions from the prevailing interest rate and in some instances at small premiums.

Houses having uptown connections and brokers associated with the Waldorf crowd were the principal buyers yesterday of the traction stocks, all of which were conspicuou for strength. Manhattan had the least re-action of the three, closing at a net gain of 1½ points. Its maximum advance was 2½ points. Metropolitan's maximum advance was 2% points, and it closed at a net gain of 1½ points. Brooklyn reacted from 37% to 36% and closed at a net gain of only ½ per cent. Manhattan had the rather unusual volume of more than 12,000 shares. Less than 4,000 shares of Metropolitan were traded Both Manhattan and Metropolitan appeared to be rather scarce, this being parpeared to be rather scarce, this being par-ticularly true of Metropolitan. They ad-vanced easily. The Tammany crowd is supposed to be long of the traction shares. A good deal of yesterday's buying was evidently of speculative origin, but brokers insist, however, that there has been quiet accumu lation of all three, more especially Manhattan and Metropolitan, by some very strong interests. Vague rumors of a pending deal were in circulation again yesterday.

\$900,000 Land Purchase by W. C. Greene CANANEA, Mexico, Nov. 9 .- W. C. Greene of N w York, president of the Greene Consolidated Copper Company, has Just purNORTHERN CENTRAL'S STOCK.

INCREASE OF \$8,000,000 VOTED BY STOCKHOLDERS.

\$4,000,000 of Bonds Will Be Paid Off andthe Balance Will Be Used for Improvements - Closer Relations Sought With the Pennsylvania System.

BALTIMORE, Md., Nov. 9 .- A meeting of he stockholders of the Northern Central Railway was held at noon to-day at the general offices of the company in this city. Besides voting to increase the capital stock of the company from \$12,000,000 to \$20,000,000, a move was made looking toward a closer relationship with the Pennsylvania Railroad. The vote on the stock issue increase was unanimous. There were 187,651 shares voted in favor of the proposition.

It was explained to the meeting by Vice-President John P. Green of the Pennsylvania Railroad that the purpose of the increase was to cover the cost of improvements and to take care of bonds maturing next year. The move looking toward close relationship with the Pennsylvania Railrelationship with the Pennsylvania Rali-road came in a resolution presented by Gen. J. H. Wilson of Wilmington, Del., after the business for which the meeting was called had been accomplished. This resolution instructed the chairman of the meeting to request the president of the Northern Central Railway to appoint a committee of shareholders to confer with officials of the Pennsylvania Railroad.

committee of shareholders to confer with officials of the Pennsylvania Railroad.

The idea is to arrange either a perpetual lease of the Northern Central by the Pennsylvania or a merger of the two. The committee is to report at the annual meeting of the Northern Central stockholders.

The board of directors of the Northern Central have discretionary powers as to the issue and sale of the new stock. There will be a meeting of the directors in Philadelphia on Wednesday to arrange the details of the amount now to be issued. This is expected to be about \$4,000,000. The par value of the shares is \$50.

The policy of retiring the bonds of the company with a stock issue was introduced several years ago, when a block of about \$4,000,000 of bonds was paid off by an issue of stock. This plan reduces the fixed charges of the company, and it is regarded as one of the established principles of the Pennsylvania Railroad's financial policy.

NEW RAILROADS IN CHINA. Harriman-Huntington Plans Depend on

Concessions Yet to Be Obtained. Edwin Hawley, a director of the Southern Pacific Railroad and president of the Iowa Central and Minneapolis and St. Louis railroads, confirmed yesterday the statement in a despatch from San Francisco that he is a member of a syndicate that

has been formed to build railroads in China provided concessions are obtained. Others interested in the syndicate are E. H. Harriman, H. E. Huntirdon, Thomas F. Oakes and Frederick F. Eddridge.

Mr. Hawley said that the scheme was not a Southern Pacific proposition, but that the intendion was to operate the railroads to be built in China in harmony not only with the Pacific Mail Steamship Company, which to be built in China in harmony not only with
the Pacific Mail Steamship Company, which
is controlled by the Southern Pacific, but
in harmony with all the steamship lines.
Very naturally he could not say anything
about the franchises the syndicate was
after until they were obtained. Things
were in a very embryonic state, anyway,
and the details of the work, including just
where the railroads would be constructed. where the railroads would be constructed depended altogether upon the concessions

SHIP COMBINE PLANS. Extension of Business of North Atlantic

Lines to Be Considered.

At the meeting to-day of the directors of the International Mercantile Marine Company, propositions will be considered for extending the business of the North Atlantic lines. Among the suggestions which will be considered will probably

which will be considered will probably be one looking to a further extension of the company's business to Mediterranean and Southern ports.

The meeting will serve to introduce Herr Ballin of the Hamburg-American company to the directors and managers of the Mercantile Marine. Herr Ballin is said to have brought with him from Germany a number of plans in regard to the Mediterranean trade.

CAN'T BUILD CONDUITS. Independent Telephone Company Beaten

in the Courts. The Independent Telephone Company failed resterday to obtain a mandamus directing Commissioner Monroe of the Water Supply, Gas and Electricity Depart-Water Supply, Gas and Electricity Department to grant it permits to lay electric subways and to erect poles and string wires. The company says it has a franchise, but the Commissioner holds that under the Charter such franchises are restricted, and the Commissioner has the discretion of ling or refusing permits. Justice Clarke stained this view.

RENTS OF P. O. SUB-STATIONS In This City Now Under Investigation Specifically.

Major Frank E. Little, head of the commission of Post Office inspectors ordered by President Roosevelt to investigate the New York Post Office, has set four men to investigating the leases of branch stations and sub-stations. The leases, although signed in Washington, are closed on the recommendation of the local postmaster, and the investigation is to disclose whether the restrester was economical. whether the postmaster was economical

Preferential Rate Decision.

CHICAGO, Nov. 9 .- Chairman Martin A. Knapp and the various members of the Interstate Commerce Commission are in this city. The commission sat to-day to take oity. The commission sat to-day to take up the case of Edward G. Davies, a merchant who has brought suit against the Père Marquette and Michigan Southern Railroad, alleging that preferential rates had been granted to a competitor. Evidence also will be taken involving the legality of grain rates advanced on shipments to Atlantic and Gulf ports for export and in the Omaha elevator case involving the right of the Union Pacific Railroad to allow 1½ cents per bushel on all grain elevated in discrimination against other elevators.

Mexico Revokes Railroad Tariff Advance MEXICO CITY, Nov. 9 .-- The official announcement was made to-day that the Government will issue a decree within the Government will issue a decree within the next few days to the effect that the advance of 15 per cent. in the railway tariff will cease Nov. 20, the tariff thereafter reverting to the regular schedule. This action is due to the rise in the price of the common stock, also to the rise in the price of silver and to the fact that exchange on New York is now below 2.20.

FINANCIAL NOTES.

The New York Produce Exchange Bank will open a branch in the Bretton Hall apart ment house, on the east side of Broadway corner of Eighty-sixth street.

Business Troubles.

Joseph W. Cody of 511 West 111th street has filed a petition in bankruptcy, with Ha-bilities \$41,013 and no assets. Achille Marx of 128 West Ninety-first street, formerly a wholessle dealer in clothing at 8 Washington place, has filed a petition in bankruptcy, with liabilities \$26,150 and as-

pankruptey, with habilities 23,135 and assets \$300.

Jacob Bauerman, also known as Bauman, ladies' tailor and garment designer, of 2123

Broadway, has filed a petition in bankruptey, with liabilities \$4,077 and no available assets.

Frank J. Cole, dealer in men's furnishing goods at 134 Liberty street, has filed a petition in bankruptey, with liabilities \$10,829 and assets \$4,438.

OCEAN STRANSMIS.

Hamburg-American.

POR PLYNOUTH CHRABOUNG, HALIBURG.
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Open from November 14th to May 15th. Both bouses under the management of D. B. PLUMER. A. J. MURPHY, Ass't Mngr. Laurel House. F. F. Shute, Ass't Mngr. Laurel-in-the-Pines.

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and convenience; golf privileges; running water in bedrooms. TRAYMORE HOTEL CO., D. S. White, President. MARLBOROUGH HOUSE,

See to-day's adv. in Times. WINTER RESORTS.

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WOULD PENSION EMPLOYEES. President Mellen of the New Haven Railroad Favors Such a Plan.

NEW HAVEN, Nov. 9 .- President Charles S. Mellen of the New Haven Railroad is in favor of pensioning employees of the company, socording to this statement, which he made to-day:
"I have worked among the ranks myself,

and I have the utmost sympathy with the railroad worker and thoroughly believe that the man who has faithfully worked for a corporation for thirty-five or forty years should have some kind of a pension. years should have some allowing among Ameri-l'his idea, I think, is growing among Ameri-

can railroads.
"I have no wish to disturb any of the present employees and I hope to see the most cordial relations between us. In all my thirty-five years' experience I have never had a strike on my hands."

SUB-TREASURY TRANSACTIONS. BATURDAY:

Loss to banks on day's transactions. SINCE PRIDAY LAST. Paid by Sub-Treasury to banks.

Loss to banks period previous week...

HAIL ROADS.

Pennsylvania STATIONS FOOT OF WEST TWENTY-THIRD

STREET AND DESBROSSES AND CORT-LANDT STREETS The leaving time from Desbrosses and ertlandt Streets is five minutes later than

Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station, except where otherwise noted.
7.85 A. M.—FAST MAIL.—Parlor, Sleeping and Dining Cars. For Chicago, Indianapolis and Louisville.
8.85 A. M.—ST. LOUIS LIMITED.—Pullman Sleeping, Smoking and Observation Cars. Cincinnati, Indianapolis, St. Louis. Dining Car.
10.25 A. M.—PENNSYLVANIA LIMITED.—Pullman Sleeping, Dining, Smoking and Observation Compartment Cars. For Chicago, Cleveland, Toledo and Detroit.
1.85 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Dining Car.
4.65 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo, Nashville (via Cincinnati and Louisville), Indianapolis, Chicago, St. Louis. Dining Car.
4.65 P. M.—CHICAGO LIMITED.—Pullman Sleeping, Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

485 P. M.—CHICAGO LIMITED.—Pullman Sle p. ing. Smoking and Observation Cars. For Chicago, Toledo and Cleveland. Dining Car.

585 P. M.—ST. LOUIS EXPRESS.—For Pittsburg. Cincinnati, Indianapolia, Louisville, St. Louis. Dining Car. For Gary, W. Va. (via Shenandoah Valley Route).

585 P. M.—WESTERN EXPRESS.—For Pittsburg. Toledo, except Saturday. Dining Car.

785 P. M.—PACIFIC EXPRESS.—For Pittsburg. and Chicago. For Knoxville daily, via Shenandoah Valley Route. Connects for Cleveland, except Saturday.

8125 F. M.—CLEVELAND AND CINCINNATI EXPRESS.—For Pittsburg. Cleveland, Cincinnati, Indianapolis and St. Louis.

WASHINGTON AND THE SOUTH.

7255, \$25, *9:25, *10:10 (Desbrosses and Cortlandt.

WASHINGTON AND THE SOUTH.
7:55, 8:25, *9:25, *10:10 (Desbrosses and Cortlandt Streets, *10:20), *10:55 a. m., *12:35, 2:10 (Desbrosses and Cortlandt Streets, 2:20), (3:25 "Congressional Limited," all Parior and Dining Cars), *3:25, *4:25, *4:25, 9:26 p. m., 12:10 night. Sunday, 8:26, *9:25, *10:55 a. m., *12:55 (3:25 "Congressional Limited," all Parior and Dining Cars), *3:25, *4:25, 4:56 (Desbrosses and Cortlandt Streets, *5:15), 9:25 p. m., 12:10 night.
SOUTHERN RAILWAY,—Express, 4:25 p. m., 12:10 night daily. night daily.

ATLANTIC COAST LINE.—Express, 9:25 a. m. and 9:25 p. m. daily.

SEABOARD AIR LINE RAILWAY.—Express, 12:55 SEABOARD AIR LINE RAILWAY.—Express, 12:55 p. m. and 12:10 night daily,
NORFOLK AND WESTERN RAILWAY.—For Memphis and New Orleans, 3:25 p. m. daily.
CHESAPEAKE AND OHIO RAILWAY.—7:55 a. m. week days and 4:55 p. m. daily.
ORO OLD POINT COMFORT AND NORFOLK.—7:55 a. m. week-days and 8:55 p. m. daily.
ATLANTIC CITY.—9:55 a. m. and 2:55 p. m. week-days. Sundays, 7:55 a. m. Through Vestibuled Trans. Buffet Parior Cars and Standard Coaches on week-days. Parior Smoking Car, Parior Cars, Dining Car and Standard Coaches on Sundays.

Sundays.

CAPE MAY.—12.55 p. m. week-days.

Por points on New York and Long Branch Railroad (from West Twenty-third Street Station, 8:55 a. m., 12:10, 3:25, 4:10 and 4:55 p. m. week-days. Sundays. 9:25 a. m. and 4:55 p. m. (from Desbroses and Cortlandt Streets), 9:00 a. m., 12:20, 2:40, 4:20 and 5:10 p. m. week-days. Sundays, 9:46 a. m., 8:00 p. m.

days, 9:46 a. m., 5:00 p. m.

FOR PHILADELPHIA.

6:05, 7:25, 7:56, *7:56, 5:25, 8:56, *8:25 (9:55 St. Louis Limited), *10:10 (Desbrosses and Cortlandi Streets, *10:20), 10:26 (Penna. Limited), *10:55, 11:55, a. m.

12:56, *1:56, 2:10 (Desbrosses and Cortlandi Streets, 2:20), 2:56, *8:25, 3:55, 4:25, *4:25, *4:25, *4:56 (4:55 Chicago Limited for Germantown Jct. only), *5:55, 8:55, 8:25, 8:25, 8:25, 8:25, 8:25, 8:25, 9:25 (St. Louis Limited), 9:56, 10:25 (Penna. Limited), 8:56, 10:25 (Penna. Limited), 8:56, 8:57, 9:25 (4:55 Chicago Limited), 9:56, 10:25 (Penna. Limited), 9:56, 10:25 (Penna. Limited), 9:56, 10:25 (Penna. Limited), 9:56, 8:56, 9:55 (St. Louis Limited), 9:56, 10:25 (Penna. Limited), 9:56, 7:55, 8:25, 8:55, 9:25 (4:55 Chicago Limited), 9:56, 10:25 (Penna. Limited), 9:56, 7:55, 8:25, 8:25 p. m., 12:10 night.

(a.5. Chicago Limited for Germanown Jol. only), 4:55, 5:55, 5:25, 8:25, 8:25 p.m., 12:10 night.

*Dining car.

*Dining car.

*Dicket offices, Nos. 481, 1854, 118 and 261 Broadway; 182 Fifth avenue (below 22d St.); 263 Fifth Avenue (corner 29th St.); 1 Astor House, and stations named above: Brooklyn, 4 Court Street, 360 Fulton Street, 360 Broadway, and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination. tion.

Telephone "914 Eighteenth Street" for Pennsylvania Rallroad Cab Service.

W. W. ATTERBURY.
Gen. Manager.
GEO. W. BOYD.
General Passenger Agent.

JOS-1908.

OCEAN STEAMERS.

DOMINION LINE Fastest Twin Screw Steamers. **Boston to Queenstown and Liverpool**

Columbus (New) Nov. 12
Commonwealth Nov. 19
Ist Class, 865 upward; 2nd Class, \$42.50;
3rd Class at Low Rates.
Boston to Azores, Naples and Genea.
S. Vancouver Strict Class, \$00.

BOSTON QUEENSTOWN. SERVICE. Orotic Dec. 10 Cymric Dec. 25 Apply to 9-11 or 73 Broadway, N. Y.

JAPAN-CHINA Hawaii and Philippine Islands. PACIFIC MAIL S. S. CO.

OCCIDENTAL AND ORIENTAL S. S. CO.

TOYO KISEN KAISHA.

Between San Francisco, Honolulu, Yokohama,
Kobe, Nagasaki, Shanghai and Hong Kong.

Steamers leave San Francisco at 1 A. M. Steamers leave San Francisco at 1 A. M.

Borea. Nov 18 China Dec. 12
Gaelic. Nov. 25 Doric. Dec. 22
Hongkong Maru Dec. 8 Nippon Maru. Dec. 31
For freight, passenger and general information apply at 349 Broadway, or 1 Broadway, Washington Bidg., and 287 Broadway, N. Y. City.

COOK'S NILE STEAMERS.

THOS. COOK & SON. 261 & 1185 Broadway 649 Madison Ave., cor. 60th St. YORK

AMERICAN LINE. NEW YORK-SOUTHAMPTON-LONDON. St. Louis, Nov. 14, 9:30 A M | St. Paul, Nov. 28, 9:30 A M New York, Nov. 21, 9:30 A M | Phila . Dec. 5, 9:30 A M RED STAR LINE.

NEW YORK—ANTWERP—PARIS Vaderi'd. Nov.14,10:30AM | Zeeland. Nov.28,10:30 AM Kr'nl'd. Nov. 21, 10:30 AM | Finland, Dec. 5, 10:30 AM Plers 14 and 15, N. R. Office, 78 Broadway, N. Y

CUNARD LINE, TO LIVERPOOL Campania ... Nov. 14, noon | Etruria ... Dec. 5, 6 A M Umbria ... Nov. 21, 7 AM | Campania ... Dec. 12, 11 A M Lucania ... Nov. 28, 11 A M | Umbria ... Dec. 19, 6 A M MEDITERRANEAN SERVICE. Carpathia, Nov. 24, 10 A M | Aurania ... Dec. 8, 10 A M Carrying cabin and steerage passengers. From Piers 51-62, North River. VERNON H. BROWN & CO., Gen. Agts., 20 B'way

OLD DOMINION LINE For Old Point Comfort, Norfolk, Portsmouth, Pinner's Point and Newport News, Va., connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West.

Freight and passenger steamers sail from Pier 28, N. R., foot Beach st., every week day at 3 P.M. B. B. WALKER, Vice-President & Trame Manager.

ANCHOR LINE. Glasgow and Londonderry. Columbia. Nov. 143 PM | Astoria ... Dec. 5, 10 AM Furnessia. Nov. 28 noon | Columbia... Dec. 12, 3 PM Pirst saloon \$50 to \$100.
Second cabin, \$35 and up; third class, \$26 and up.
For new Mustrated book of tours apply to
EENDERSON BROTHERS, 17 and 19 B'way, N. Y.



Mailory S. S. Lines From R. 1.
Delightful ocean voyages to ports
of Texas, Georgia, Florida, Tickets
to all resorts in Texas, Colorado,
Mexico, California, Florida, ec.
Special rates Hot Springs, Ark
Tourist tickets a specialty year
Postal for Book, Southern Trips, C. H. MALLORY & CO., Pier 20 E. R., N. Y.

ATLANTIC TRANSPORT LINE. NEW YORK - LONDON DIRECT. Min't'ka.Nov.14.1:30P.M. Minnehaha, Nov. 28, noon Min'apolis, Nov.21,7A.M. Menominee, Dec. 5, 9A.M. POR RATES, ETC., APPLY TO 1 BROADWAY. WHITE STAR LINE.

Majestic . Nov. 11, noon | Armenian, Nov. 17, 3 P.M. Pler 48, North River. Office, 9 Broadway, New York EXCURSIONS.

NEW YORK-QUEENSTOWN-LIVERPOOL.

OCEAN ROUTE to PLORIDA and the SOUTH.

SAVANNAH LINE. Low Excursion Rates. 317

Broadway.

NEWYORK ENTRAL

& HUDSON RIVER R. R. THE FOUR-TRACK TRUNK LINE.

Via Nisgara Falls.

Trains arrive at and depart from Grand Central
Ration, 42d Street, New York, as below:
North and west bound trains, except those leavng at 8.30, 11.30 A. M., 2.46, 3.30, 9.15, 11.30 P. M. ing at 8:30, 11:30 A. M., 2:45, 3:30, 9:18, 11:30 P. M. will stop at 125th street to receive passengers ten minutes after leaving Grand Central Station.

12:10

A. M.—WILDNIGHT EXPRESS.—Due Albany 5:55 A. M., Troy 6:40 A. M.

7.54

A. M.—Syracuse Locale—Stops at all important stations.

A. M.—EMPIRE STATE EXPRESS.—Most famous train in the world. Due Buffalo 4:45 Nlagara Falls 5:31 P. M. all important stations.

A. M.—EMPIRE STATE EXPRESS.—
Most famous train in the world. Due
Buffalo 4-45. Niagara Falls 5-31 P. M.
A.M.—PASYMAIL.—24 hours to Chicago.
Due Buffalo 7-10. Niagara Falls 8-07.

A. M.—TDAY EXPRESS.—Makes local
stops. Due Buffalo 1-16 A. M.
A. M.—-ILOCAL EXPRESS.—For Albany
and Troy. Local stops.
P. M.—BUFFALO LIMITED.—Due Buffalo 11-00 P. M., Niagara Falls 11-55 P. M.
P. M.—SOUTHWESTERN LIMITED.—
Due Cincinnati 10-30. Indianapolis 11-30
A. M., St. Louis 6-45 P. M. next day.
P. M.—*CHICAGO LIMITED.—24 hours
to Chicago via Lake Shore, 244, yla M. C. 10.30 11.30 P. M.—*CHICAGO LIMITED.—24 hours to Chicago via Lake Shore, 24'-4 via M. C. P. M.—* The 20th CENTURY LIMITED. —20 hour train to Chicago via Lake Shore. Electric lights and fans. P. M.—tALBANY AND TROY PLYER.— Due Albany 6:40. Troy 7:05 P. M. Due Albany 6:40, Troy 7:05 P. M. P. M. - ALBANY AND TROY EXPRESS. P. M.—"ALBANY AND TRO-Local stops.
P. M.—"DETROIT, GRAND RAPIDS and CHICAGO SPECIAL.
P. M.—"LAKE SHORE LIMITED.—2814-hour train to Chicago. All Pullman cers. Duc Cleveland 7:05 A. M., Cincinnati 1:30, Indianapolis 3:10, Chicago 4:00, St. Louis 3.40 4.00 5.30 945 P. M. next day.

945 P. M. next day.

946 P. M. - WESTERN EXPRESS.—28 hours to Chicago via both L. S. and M. C.

P. M.—"MONTREAL EXPRESS.—Via D.

& H. or Rutland. 6.00

P. M.— *ADIRONDACK AND MONTREAL EXPRESS.
P. M.— *BUFFALO AND TORONTO SDECTAL P. M.—*BUFFALO AND SPECIAL.
P. M.—*SPECIAL MAIL LIMITED.—
Sleeping car only for Rochester.
P. M.—*SOUTHWESTERN SPECIAL. 9.20 9.30
P. M.— PACIFIC EXPRESS.—Chicago 34 hours by M. C., 38 hours by L. S.

11.30
P. M.— CHICAGO THEATRE TRAIN.— Watertown, Ogdensburg, Buffalo, Detroit, Chicago and St. Louis.

*Daily. [Except Sunday. [Except Monday.]

*Dally. [Except Sunday. Except Monday.

HARLEM DIVISION.

9:05 A. M. and 3:35 P. M. dally except Sunday, to Pittisfield and North Adams; Sundays at 9:30 A. M. Pullman ears on all through trains.

Trains illuminated with Pintsch light.

Tleket offices at 167, 261, 415 and 1216 Broadway, 25 Union 80, W., 275 Columbus av., 275 West 125th at., Grand Central and 125th st. stations, New York; 288 and 726 Pulton st. and 106 Broadway, Brooklyn.

Telephone "900 38th Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

NEW YORK CENTRAL ROUTE BETWEEN NEW YORK AND BOSTON.

Via Springfield and the BOSTON AND ALBANY RAILROAD. Trains leave 19.02 A. M., 112.00 noon, *4:00 P. M., *113.00 P. M.
Tickets at New York Central Ticket offices, 167, 415 and 1216 Broadway, and at Grand Central Station.
A. H. SMITH, GEORGE H. DANIELLS
Gen'l Manager. Gen'l Pass'r Agent.

WEST SHORE R. R.

*9:15 P.M.—For Syra. Roch. Niag. Falls, Det. & Chi.
Dally. Ubally except Sunday. Leave Brooklyn Annex (I) at 110:45 A. M., (2) at 12:45 P. M.
Leave Jersey City, Penn. R. R. Sta., (I) at 11:20
A. M.; (2) at 13:35 P. M. Time tables at principal
hotels and offices. Baggage checked from hotel
or residence by Westcott Express.
A. H. SMITH.
Gen'l Manager Gen'l Pass'r Agent.

READING SYSTEM NEW JERSEY CENTRAL R. R. Liberty Street and South Ferry (Time from South Ferry five minutes earlier than shown below.) South Ferry five minutes earlier than shown below.)

WHITE STAR LINE, NEW
First Class, 300.

NEW
WHITE STAR LINE, NEW
BOSTON DIRECT TO THE
BOSTON DIRECT TO THE
MEDITERRANEAN AZORES
GEBRALTAR, ALGIERS, ALGIERS, NAPLES, Dec. 5, Jan. 16, Feb. 27
Republic (New) Jan. 2, Feb. 13, Mar. 26
Canopic of salling.

BOSTON QUEENSTOWN. SERVICE.

SOUTH Ferry five minutes earlier than shown below.)

EANTON, BETHLEHEM, ALLENTOWN AND
MAUCH CHUNK—24:00 (7:15 Easton only) P. M. Sundays, 24:25 A. M., 1:00
MAUCH CHUNK—24:00 (7:15 Easton only) P. M. Sundays, 24:25 A. M., 1:00
A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00
A. M., 5:00 P. M. Sundays, 24:25 A. M., 1:00
A. M., 5:00 P. M. Sundays, 24:26 A. M., 1:00
A. M., 5:00 P. M. Sundays, 24:26 A. M., 1:00
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A. M., 5:00 P. M. Sundays, 24:26 A. M., 1:00
A. M., 5:00 P. M. Sundays, 24:26 A. M., 1:00
A.

P. M. Sundays, except Ocean Grove, 5:00 A. M., 4:00 P. M.

4:00 P. M. PHILA — READING TERMINAL — *4:25, *1,00, 16:00, *9:00, *1:00, 11:00 A. M., *12:00, *1:00, 4:90, *12:00, *1:00, *1:00 A. M., *12:00, *1:00, 4:90, *12:00, *1:00, *1:00 A. M., *12:00, *1:00, 4:00, *5:00, *1:00, *1:30, *1:30, *1:35 A. M., *1:00, *1:30, *1:35 A. M., *1:00, *1:30, *1:35 Mdt.

10:30, *11:35 A. M., *1:00, *1:340, *5:00, *7:00, *9:25 P. M., *12:15 Mdt.

11:315 Mdt.

12:315 Mdt.

13:315 Mdt.

14:315 Mdt.

14:315 Mdt.

15:310, *1:35 Mdt.

16:30, *1:30,

Vice Pres. and Gen. Mgr. C. M. BURT, Gen. Pass'r Agt. ROYAL BLUE LINE. NEW JERSEY CENTRAL R. R., PHILADEL PHIA AND READING RY, and BALTI-MORE AND OHIO R. R.

PHIA AND READING RY, and BALTIMORE AND OHIO R. R.
Leave South Ferry Liberty St, Ferry.
Balto.-Washington 1925 AM 1930 AM Buffet
Balto.-Washington 1925 AM 1930 AM Diner
Balto.-Washington 1925 AM 1930 AM Diner
Balto.-Washington 1925 FM 1930 PM Diner
"Royal Limited" 2835 PM 2340 PM Diner
"Royal Limited" 5835 PM 2340 PM Diner
Balto.-Washington 1935 PM 5500 PM Diner
Balto.-Washington 1935 PM 500 PM 500 PM
Balto.-Washington 1935 PM 500 PM
Balto.-Washington 1935

Lv. New York City, South Perry. Liberty St.
Chicago, Pittsburg. 12:10 nt. 12:15 nt.
Chicago, Columbus. 12:56 pm. 1:20 pm. Diner
Pittsburg. Cleveland 13:35 pm. 1:30 pm. Diner
Cincinnati, St. Louis 10:25 pm. 17:00 pm. Buffet
Cincinnati, St. Louis 10:25 am. 10:30 am. Diner
Cincinnati, St. Louis 10:25 am. 10:30 am. Diner
Cincinnati, St. Louis 10:25 pm. 1:030 pm. Diner
Cincinnati, St. Louis 10:25 pm. 1:030 pm. Diner
10:25 pm. 1:00 pm. Diner
10:25

BOSTON AND POINTS IN NEW FIRM NEW ENGLAND. NEW ENGLAND,
FALL RIVER LINE, via Newport and Fall River,
Leave Pier 19, N. R., foot of Warren St., week days,
only at 5:00 P. M. Steamers PRISCILLA and
FURITAN. Orchestra on each.
STONINGTON LINE, via Stomington. Live, Pier
40, N. R. foot clarkson St., week days only at 6:00
P. M. Strs. MAINE and NEW HAMPSHIRE.
NORWICH LINE, via New London. Leave Pier
40, N. R., foot of Clarkson St., week days only at
6:30 P. M. Steamers CITY OF LOWELL and
CENTRAL PROPERTY.

CITY OF WORCESTER.

NEW HAVEN LINE for New Haven, Hartford,
Springfield and the North. Leave Pier 40, N. R.,
foot of Clarkson St., week days only at 4:00 P. M.
Steamer RICHARD PECK. JOY \$1.50 TO PROVIDENCE. LINE Fast and elegant steamers leave New York every week day at 5 P. M.

Phone: 800 Orchard-PEOPLES LINE FOR ALBANY.

leaves Pier \$2, N. R., foot Canal St., at 6 P. M. week days, connecting with trains (Sunday Included) for points North, East and West. Excursion, \$2.50.

Catskill, Iludson and Coxsackie. Boats every week day at Six P. M. from Pier 48, North River.

New York and Boston All Rail

N. Y. N. H. & H. R. R. and connections.
From Grand Central Station.
Due.
18 way of
\$3:00 A.M. Hartford and Willimantic, 2:00 P.M.
9:02 A.M. Springfield and Worcester, 3:30 P.M.
16:00 A.M. TNew London and Providence, 3:00 P.M.
16:00 A.M. See London and Providence, 3:00 P.M.
12:00 M. Springfield and Worcester, 5:00 P.M.
12:00 M. Springfield and Providence, 3:00 P.M.
12:00 P.M. See London and Providence, 6:00 P.M.
12:00 P.M. See London and Providence, 7:00 P.M.
13:00 P.M. See London and Providence, 7:00 P.M.
13:00 P.M. See London and Providence, 9:00 P.M.
14:00 P.M. Springfield and Worcester, 0:00 P.M.
15:00 P.M. See London and Providence, 7:00 P.M.
15:00 P.M. See London and Providence, 7:00 P.M.
15:00 P.M. See London and Providence, 11:00 P.M.
15:100 P.M. Springfield and Worcester, 0:35 A.M.
12:00 P.M. See London and Providence, 8:37 A.M.
12:00 P.M. See London and Providence, 8:30 P.M.
12:00 P.M. See London and Providence, 8:30 P.

LEHICH VALLEY.

Poot of West 23d A. Cortlandt and Deabroses Sta. ...
* Daily * Except Sunday. Sunday changes dis.45.
e9.00. n5.25. x5.45

Lackawanna Railroad. Leave New York, foot Barclay and Christo pher Sta. 18:00 A. M.—For Bingiamton and Syracuso. 10:000 A. M.—For Buffalo, Chicago and St. Louia. 11:40 P. M.—For Buffalo and Chicago. 14:00 P. M.—For Buffalo and Chicago. 14:00 P. M.—For Scranton and Plymouth. 6:10 P. M.—For Buffalo and Chicago. 18:45 P. M.—Utica, Oswego, Ithaca, Buffalo. 19:200 A. M.—For Chicago—Sicepers open 9 P. M. Tickets 167, 429, 11:83 Broadway, N. Y.; 333 Falson St., Brooklyn, *Daily. †Except Sunday.

POST OFFICE.

POST OFFICE NOTICE

(Should be read DAILY by all interested, as changes may occur at any time.)

Foreign mails for the week ending Nov. 14, 1908, will close (PROMPTLY in all cases) at the General Post Office as follows: PARCELS POST MAILS close one hour carlier than closing time shown below. Parcels-Post Mails for Germany close at 5 P. M. Wednesday.

Regular and Supplementary mails close at For-eign Station half hour later than closing time shown below (except that Supplementary Mails for Europe and Central America, via Colon, close one hour later at Foreign Station.)

TRANSATLANTIC MAILA,

WEDNESDAY.—At 7:30 A. M. for NETHERLANDS
direct, per steamship Rotterdam (mail must be
directed "per steamship Rotterdam"); at 8:30
A. M. (supplementary 10:00 A. M.) for EUROPE,
per steamship Majostic, via Queenstown; at
11 A. M. for DENMARK direct, per steamship
Hellig Olav (mail must be directed "per steamship
Hellig Olav.")

THURSDAY.—At 7 A. M. for FRANCE, per steamship La Gascogne, via Havre (mail for other
parts of Europe must be directed "per steamship La Gascogne"); at 7:30 A. M. (supplementary 9 A. M.) for EUROPE, per steamship
Deutschland, via Plymouth, Cherbourg and
Hamburg: at 6:30 P. M. for AZORES ISLANDS,
per steamship Peninsular, from Now Bedford,
Mass.
SATURDAY.—At 6:00 A. M. for EUROPE, per

per steamship Peninsular, from New Bedford, Mass.

SATURDAY,—At 6:00 A. M. for EUROPE, per steamship St. Louis, via Southampton (Mail for Ireland and letter mail for Ireland must be directed "per steamship St. Louis"; at 6:30 A. M. (supplementary 10 A. M.) for EUROPE, per steamship Campania, via Queenstown; at 8:30 A. M. for BELGIUM direct, per steamship Vaderland (mail must be directed "per steamship Vaderland"; at 12:30 P. M. for SCOTLAND direct, per steamship Columbia (mail must be directed "mer steamship Columbia (mail must be directed "per steamship Columbia").

After the closing of the Supplementary Transa-atlantic Mails named above, additional Sup-plementary Mails are opened on the piers of the American, English, French and German steamers, and remain open until within Ten Minutes of the hour of salling of steamer. MAILS FOR SOUTH AND CENTRAL AMERICA WEST INDIES, &C.

MAILS FOR SOUTH AND CENTRAL AMERICA

TUESDAY.—At 9:30 A. M. (supplementary 10:39

A. M.) for CENTRAL AMERICA (except Costa
Rica) and SOUTH PACIFIC PORTS, per steamship Allianca, via Colon (mail for Guatemala
must be directed per "steamship Allianca");
at 11:30 A. M. for BRAZIL, per steamship
British Prince, via Pernambuco, Rio Janerio
and Santos (mail for Northern Brazil, Argentine, Uruguay and Paraguay must be directed
"per steamship British Prince"); at 12 M. for
BARBADOS and NORTHERN BRAZIL, per
steamship Cearense, via Para Mansos; at 12:20

P. M. (supplementary 1:20 P. M.) for BERMUDA ST. THOMAS, ST. CROIX, LEEWARD
and WINDWARD ISLANDS, BRITISH, DUTCH
and FIRENCH GUIANA, per steamship Pontsbelle (mail for Grenada and Trinidad must be
directed "per steamship Fontsbelle").

THURSDAY.—At 3:30 A. M. for BARBADOS and
BRAZIL, per steamship Capri, via Maccio,
Rio Janerio and Santos (mail for Northern
Hrazil, Argentine, Uruguay and Paraguay
must be directed "per steamship Capri"; at 8

A. M. for CUBA, per steamship Caprise,
(cappeche and
Vera Cruz must be directed "per steamship
Orizaba"); at 12 M. (supplementary 12:20 P. M.) A. M. for CUBA, per steamship Orlasha (mail for Maxiloo, via Progreso, Campeche and Vera Cruz must be directed "per steamship Orlasha"); at 12 M. (supplementary 1230 P. M.) for HAHAMAS, per steamship Niagara (mail for Mexico, via Tampico, must be directed "per steamship Niagara"); at 12:80 P. M. for ANTIGUA DO'INICA, MARTINIQUE, GUADELOUPE, BARBADOS, TRINIDAD and CIUDAD BOLUVAR, per steamship Piyuria.

FRIDAY.—At 8:30 P. M. for BERMUDA, per STEAMSHIP SATURDAY.—At 8:30 A. M. (supplementary 9:30 A. M. (supplementary 9:30 A. M. for PORTO RICO, CURACAO and VENEZUELA, per steamship Caracas (mail for Savanilla and Cartagena must be directed "per steamship Casalda: at 9:30 A. M. (supplementary 0:30 A. M.) for FORTUNE URGULAY and PARAGUAY, per steamship Casalda: at 9:30 A. M. (supplementary 0:30 A. M.) for FORTUNE ISLAND. JAMAKCA, SAVANILLA and CARTAGENA, per steemship Aliai (mail for Costagica) and Aliai (mail for Costagica

MAILS FORWARDED OVERLAND, &C., EXCEPT TRANSPACIFIC.
CUBA- Via Florida, close at this office daily except Thursday, at (5.30 A. M. (the connecting mails close here on Wednesdays and Saturdays Via Tiampa, and on Mondays via Miami).
MEXICO CITY.—Overland, unless specially addressed for despatch by steamer, close at this office daily. except Sunday, at 1:30 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and 11:30 P. M. Sundays at 1:00 P. M. and hence by steamer, close at this office daily at 6:30 P. M. (connecting mails close here every Monday, Wednesday and Saturday).
JAMAICA—By rail to Boston, and thence by steamer, close at this office at 6:30 P. M. every Wednesday. By rail to Philadelphia and thence by steamer, close at this office at 1:30 P. M. every Wednesday.
MIQUELON.—By rail to Boston, and thence by

TROY LINE "SARATOGA" or "CITY OF TROY leaves West 16th St. Pier daily 6P. M., except Saturday. Direct railroad connection at Troy for all books north and cast. Sunday steamers touch at Albany.

ADTRONDACK OR DEAN RICHMOND

by steamer, close at this office at 1130 P. M.
every Wednesday.

MIQUILION.—By rail to Boston, and thence by
steamer, close at this office daily at 6:30 P. M.
BELIZE, PUERTO CORTEZ and GUATEMALA.—
By rail to New Orleans, and thence by steamer,
close at this office daily, except Sunday, at
1130 P. M. and 411:30 P. M. Sundays at 41:00
P. M. and 411:30 P. M. (connecting mail closes
heresix of the steamer, close at this office daily, except
Sunday, at 4:130 P. M. and 4:1130 P. M. (connecting
mail closes here Tuesdays at 4:130 P. M.) mall closes here Tuesdays at (11:30 P. M.)

(REGISTERED MAIL closes at 6:00 P. M.)

revious day.

TRANSPACIFIC MAILS.

CHINA and JAPAN, via Tacoma, close here daily at 630 P. M. up to Nov. 10th, inclusive, for despatch per steamship Victoria.

CHINA and JAPAN, via Seattle, close here daily at 630 P. M. up to Nov. 11th, inclusive, for despatch per steamship Victoria.

CHINA and JAPAN, via Seattle, close here daily at 630 P. M. up to Nov. 11th, inclusive, for despatch per steamship Kaga Maru.

HAWAII JAPAN, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 630 P. M. up to Nov. 13th, inclusive, for despatch per steamship Korea.

NEW ZEALAND, AUSTRALIA (cacept West).

NEW CALEDONIA, FIJI, SAMOA and HAWAII via San Francisco, close here daily at 630 P. M. up to Nov. 114th, inclusive, for despatch per steamship Sonoma. (If the Cunard steamer carrying the British mail for New Zealand does not arrive in time to connect with this despatch, extra mails—closing at 530 A. M., 930 A. M. and 630 P. M., Sundays at 420 A. M., 9 A. M. and 630 P. M. Sundays at 420 A. M., 9 A. M. and 630 P. M. Sundays at 420 A. M., 9 A. M. and 630 P. M. Sundays at 430 A. M., 9 A. M. and 630 P. M. Sundays at 430 A. M., 9 A. M. and 630 P. M. Sundays at 430 A. M., 9 A. M. and 630 P. M. Sundays at 430 A. M., 9 A. M. and 630 P. M. Sundays at 430 A. M., 9 A. M. and 630 P. M. Up to Nov. 111 Japan, CHINA and PHILIPPINE ISLANDS, via San Francisco, close here daily at 630 P. M. up to Nov. 120th, inclusive, for despatch per steamship Gaelic.

HAWAII, via San Francisco, close here daily at 630 P. M. up to Nov. 120th, inclusive, for despatch per steamship Alameda.

CHINA and JAPAN, via Vancouver and Victoria. B. C. close here daily at 630 P. M. up to Nov. 120th, inclusive, for despatch per steamship Empress of China. (Nerchandise for U. S. Postal Agency at Shanghal cannot be forwarded via Canada; P. M. up to Nov. 120th, inclusive, for despatch per steamship Monado.

TAHITI and MARQUESAN ISLANDS, via San Francisco, close here daily at 630 P. M. up to Nov. 120th, inclusive, for despatch per steamship Monado.

TAHITI and MARQUESAN ISLANDS v

from Pier 35, East River, foot of Catharine St.